

SIO Shipyard Representative Bi-Weekly Progress Report		
Project: AGOR 28	Contract No.: N00014-12-C-0305	Shipyard: Dakota Creek Industries
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Q11. Meetings:

- Attended weekly conference call

2. The following Shipyard Question Submittals reviewed and commented on:

No questions this reporting period

3. Logistics:

- Continuing to work on initial outfitting lists for Sally Ride.
- 24 SCBA bottles filled and on site. SCBA's tested and ready for use.
- 4 complete sets of firefighting turnout gear on site.
- Emergency diesel dewatering/fire pump purchased and set for delivery DCI Jan 21.
- Galley outfitting list out for bid.

4. Operator Concerns:

- **Main Deck Noise Levels** – The stack extension module is installed and antidotal observations indicate that there is a reduction in noise while alongside the pier with one engine lightly loaded. The greatest reduction seemed to be at the 02 level just aft of the pilot house. Monday's sea trial will be the real test. A 3/16" -plus gap remains at the margin where the extension is attached and remains to be welded; possible noise leak.
- **Anchor Windlass** – Spill pipe modifications are complete. DCI installed the chain with the best four shots on top, port and starboard. The starboard chain came on with all of the attachment links lying flat in the whelps. The port came on with the attachment links lying vertical in the whelps. The port chain also had to be rotated 90-degrees to get the riding-pall to engage at the roller chain stopper when the anchor was housed. No skipping or other issues were noted while loading the chain.
- **Steering Hydraulics** – Reports from Armstrong indicate that the system hydraulics over heat during DP operations. There are also reports that while in tropical conditions and while in auto pilot, the hydraulic oil temps are warmer than expected. The OEM recommends a normal maximum operating temperature of 125-degrees F. A cooler may be necessary to correct this issue.
- **Uncontaminated Sea Chest** – The sea chest relocated on Armstrong and will be relocated on Ride during Phase III docking, pending a satisfactory performance on Armstrong.
- **Test & Trials** –
 - Vendor Commissioning – 33 total procedures with 20 @ 100%.
 - DCI Test & Trials – 125 total procedures with 105 @ 100%. Plus 9 (per latest test schedule)
 - Dock Trials, Builders Sea Trial and Acceptance Trials – Started on 1/14.
- **Acoustic Tiles & MLV** –No additional information on what materials are to be used for the Traction Winch Room or MMR bilge tops, if any. Updated as-built fire plan with Ride specific MLV locations is on board and ready for review.

- **Sanitary Construction Cert** – DCI was not able to obtain the FDA Certificate of Sanitation for Armstrong because the sewage discharge is ahead of the water maker suction.
- **Ride Anti-Fouling Paint** – The anti-fouling paint has failed due to an application error. The yard will correct this issue during a planned docking prior to Builder's Trials. With the dry-docking cancelled, the paint repairs will most likely be during Phase III if it occurs at DCI.
- **Conning Station Display** – The conning station has inop Bow and Tunnel Thruster indicators. DCI is working on correcting this issue and currently installing the necessary cable between Kongsberg and Mackay equipment.

5. Sally Ride Progress:

- **Sewage Tank Level Switches** – DCI installed new and hopefully quieter level switches for the sewage tank. The design looks good and will be verified during sea trials.



- **Stack Extension** –



- DC System Battery Chargers – The new battery chargers are all installed and tested. Each battery bank now has two chargers instead of a single charger. When the new chargers were first installed, each pair was on a single circuit breaker, so they would both be on all the time. Recently the yard added an additional circuit to each bank so that all of the chargers now have their own source of power. This is an improvement, as one charger is sufficient to charge each bank. This leaves one charger off and ready for service if the other fails. Each pair of chargers has one alarm relay. If the charger in service fails, it will alarm. If both chargers are turned off it, will alarm. If both chargers are on, the alarm will sound if both have failed.
- DC System Ground MCC– The yard continues to work on ground issues with the two DC panels located in the MCC. There is a conflict between the solid-state ground detectors in the DC panels and the two Siemens detectors in the 690-volt Switchboard. An isolation transformer will be installed on the detectors in the 690-volt Switchboard to correct this issue.
- DC System Ground Main Engine Room -The ground issues with the Cummins engines and their controls have been resolved and the resistance 200-k ohm. The sound powered phones have a slight ground built into the system, so when they are powered up, they drop the resistance down to about 100-k ohm. This should not be an issue as the alarm set point is set to 40-k ohm. Work continues on this, but at present, the system is no longer in a continuous alarm state.
- GMDS & IBS – SIO has service agreements in place for the two INMARSAT C's, the Cobham SSAS Mini-C, FBB and the Iridium Satellite systems. A trial license is in place for the ECDIS. The AIS is on and broadcasting positions:
<https://www.marinetraffic.com/en/ais/details/ships/369140000>
- Stores Loaded- Ready for trials.



6. Call Outs:
Sewage System – Vacuum system & Water Closets tested.
Dock Trials

7. Captain Desjardins' Observations:

Good

Replacement battery chargers installed throughout the vessel. Testing completed.



Workboat launched and operated for about an hour around the harbor looking pretty good. It will be loaded aboard for sea trials



Spill pipe modification for chain locker installed. This should increase chain wrap around windlass.



Divers cleaned hull, believe pictures of results coming.



Stack n ator installed, will start engines Monday to see if anything good was accomplished. One engine running today when I was aboard, by ear it seems quieter on deck. Will need to wait for the official noise report to be sure.





All 4 engines running today, Monday, seems like less exhaust noise on deck, of course engines are lightly loaded initial indications are improvement.

Anchor chain being assembled and marked on the pier for reinstallation.

Bad

Sounding Tube for Tank #4 STBD sticks into passageway around stbd trawl winch stowage drum. While ducking your head out of the way of the large yellow counterweight on the stowage drum sheave you run into the quick acting valve for the sounding tube at waist level. It appears that the sounding tube assembly could be rotated about 90 degrees to get the handle out of the main travel path. When the stbd stowage drum is in use we will have to secure the stbd side passage and have everyone go around the traction unit and stowage drums on the port side.



Rain water puddling various places about the decks. Will need to look at installing drains for the ladder coming up from main to focstle deck and near the entrance to the deck locker stbd side forward.



In the case of the deck locker moving existing drain aft and inboard.

UGLY The stack mod maybe, will see it installed next week.

WTD Nothing at the moment. Lots of activity getting ready for BT